

Message Text

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ORIGIN EB-07

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E.O. 11652: N/A

TAGS: EAIR, UK

SUBJECT: CIVAIR: US-UK CIVAIR NEGOTIATIONS - CHANGE OF
GAUGE TEXTS/NON REVENUE DEFINITION

REF: LONDON 9048

1. A.CHANGE OF GAUGE LANGUAGE IN US-ITALY AGREEMENT
APPEARS IN ATTACHMENT 4 OF CONFIDENTIAL MOU OF MAY 21,1970
AS FOLLOWS:

QUOTE 1. IT WAS AGREED THAT THE AIRLINE OR AIRLINES OF
ONE CONTRACTING PARTY MAY MAKE A CHANGE OF GAUGE IN THE
TERRITORY OF THE OTHER CONTRACTING PARTY PROVIDED THAT:

A) CARRIAGE "BEYOND" THE POINT OF CHANGE OF GAUGE WILL BE
PERFORMED BY A SINGLE AIRCRAFT OF CAPACITY EQUAL TO OR LESS
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(MORE) THAN THAT OF THE ARRIVING (DEPARTING) AIRCRAFT, AND

B) AIRCRAFT FOR SUCH "BEYOND" CARRIAGE WILL BE SCHEDULED
ONLY IN COINCIDENCE WITH THE INCOMING AIRCRAFT (WITH THE
SAME FLIGHT NUMBER) TO INSURE TRUE AND GENUINE CONTINUING
SERVICE.

2. IT WAS AGREED THAT THE AIRLINE OR AIRLINES OF EACH CONTRACTING PARTY MAY OPERATE SERVICES TO AND FROM POINTS IN THE AIRLINES' HOMELAND BEHIND THE INITIAL POINT OF ARRIVAL OR FINAL POINT OF DEPARTURE AS A THROUGH-PLANE SERVICE WITHOUT CHANGE IN FLIGHT NUMBER. UNQUOTE

1. B. IN US-USSR BILATERAL CHANGE OF GAUGE FORMULATION IS FOUND IN ANNEX TO 1973 PROTOCOL AS FOLLOWS:

QUOTE EACH DESIGNATED AIRLINE MAY MAKE A CHANGE OF GAUGE AT ANY INTERMEDIATE POINT IN EUROPE LISTED IN PARAGRAPH 6 ABOVE PROVIDED THAT:

(1) CARRIAGE BEYOND THE POINT OF CHANGE OF GAUGE WILL BE PERFORMED BY A SINGLE AIRCRAFT OF CAPACITY EQUAL TO OR LESS (IN THE CASE OF SERVICES OUTBOUND FROM THE HOMELAND) OR EQUAL TO OR MORE (IN THE CASE OF SERVICES INBOUND TO THE HOMELAND) THAN THAT OF THE ARRIVING AIRCRAFT, AND

(2) AIRCRAFT FOR SUCH BEYOND CARRIAGE WILL BE SCHEDULED ONLY IN COINCIDENCE WITH THE INCOMING AIRCRAFT (WITH THE SAME FLIGHT NUMBER) TO INSURE TRUE AND GENUINE CONTINUING SERVICE. UNQUOTE

2. CAB DEFINES A NON-REVENUE PASSENGER AS FOLLOWS:
(CAB GLOSSARY OF AIR TRANSPORTATION TERMS, 1ST EDITION, FEB. 1977) - PERSON RECEIVING AIR TRANSPORTATION FROM THE AIR CARRIER FOR WHICH RENUMERATION IS NOT RECEIVED BY THE AIR CARRIER. AIR CARRIER EMPLOYEES OR OTHERS LIMITED OFFICIAL USE

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RECEIVING AIR TRANSPORTATION AGAINST WHOM TOKEN SERVICE CHARGES ARE LEVIED ARE CONSIDERED NON-REVENUE PASSENGERS. INFANTS FOR WHOM A TOKEN FARE ARE CHARGED ARE NOT COUNTED AS REVENUE PASSENGERS. (FYI - CAB DOES NOT ORDINARILY INCLUDE CATEGORIES A AND Z TRAFFIC AS REVENUE PASSENGERS.

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Disposition Case Number: n/a
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